

**IN THE CLAIMS**

1. (Original) In a vehicle equipped with an ASR system and operating in a rear wheel drive mode, a method for adjusting the normal drive slip value of the ASR system, comprising
  - (a) evaluating dynamic values associated with the front wheels of the vehicle, and
  - (b) if the dynamic values associated with the front wheels exceed a threshold value, increasing the normal drive slip value of the rear wheels.
2. (Original) The method of claim 1 wherein the dynamic values evaluated in step (a) comprise acceleration values for each of the front wheels.
3. (Original) The method of claim 2 wherein if the difference between the front wheel acceleration values exceeds a given threshold, the normal drive slip value of the rear wheels is increased.
4. (Original) The method of claim 1 further comprising determining whether high frequency oscillations are occurring in the rear wheels, and if so, not increasing the normal drive slip values of the rear wheels.
5. (Original) The method of claim 1 further comprising determining whether the vehicle is traveling in a curve, and if so, not increasing the normal drive slip value of the rear wheels.
6. (Original) The method of claim 1 wherein the increase of the normal drive slip value is limited in dependence on the current vehicle speed.
7. (Original) The method of claim 1 wherein the rate at which the normal drive slip value is increased depends on the current vehicle speed.

8. (Original) The method of claim 1 wherein the rate at which the normal drive slip value is increased depends on the vehicle acceleration.
9. (Original) The method of claim 1 wherein the rate at which the normal drive slip value is increased depends on the position of the accelerator of the vehicle.